Document #4790

Text Amendment Application No.
Boston Redevelopment Authority
Establish new Planned Parking
Overlay District

TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning Code as follows:

1. By striking out in the first paragraph of Section 3-1 the words,

> ; each of which is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio and some of which have a second number which represents a height limit, as follows:

and inserting in its place, the following:

> . Each district is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio; some districts have a second number which represents a height limit; and some districts have the alphabetical suffix "ppod" which represents off-street parking requirements described in Article 23A.

2. By striking out in Section 3-1A, respecting special purpose overlay districts, the word "or" as it appears before item (i), and inserting after said item (i) the following item:

> ; or (j) planned parking overlay district (distinguished by the addition of an alphabetical suffix "ppod" added to the basic district designation).

3. By inserting in Section 3-1A, following paragraph i, headed "Interim Planning Overlay District" the following paragraph:

> j. Planned Parking Overlay District. A Planned Parking Overlay District may be established by map amendment within the whole or any part of a subdistrict in areas characterized by extreme on-street parking congestion. The Planned Parking Overlay District is described in Article 23A and is designated on the zoning map by the alphabetical suffix: "ppod."

4. By inserting, after Article 23 of the Zoning Code, the following Article:

ARTICLE 23A
PLANNED PARKING OVERLAY DISTRICT

Section 23A-1. Statement of Purpose. The Planned Parking Overlay District is established in order to relieve on-street parking congestion in areas where off-street parking facilities provided pursuant to Article 23 have proven inadequate to meet parking needs in the area.

Section 23A-2. Procedures for Establishing Planned Parking Overlay Districts.

A. The Boston Redevelopment Authority shall hold a public meeting on a proposed map amendment establishing a Planned Parking Overlay District.

B. The Boston Redevelopment Authority shall make a recommendation to approve, modify, or deny the establishment of a Planned Parking Overlay District in the form of a written resolution which shall list findings of fact, including, but not limited to, a finding that off-street parking facilities in the area to be designated as a Planned Parking Overlay District are inadequate to serve the needs of the area as demonstrated by high traffic volume, the number of dwelling units per acre and the number of cars owned per household.

C. The Zoning Commission shall hold a public hearing on the proposed map amendment establishing a Planned Parking Overlay District. If the map amendment is approved, or approved and modified, "ppod" becomes part of the zoning designation for the area.

Section 23A-3. Minimum Size of District. A Planned Parking Overlay District shall consist of a minimum area of five acres.

Section 23A-4. Off-Street Parking in Residential Areas. No residential structure within a Planned Parking Overlay District shall be used for any use listed in Table A of Section 8-7 under Use Item Nos. 1, 1A, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, 9, 10, 11, 12, 13, 13A, 14 or 15 unless off-street parking spaces are provided for each dwelling unit, in accordance with the following table:

Number of Dwelling Units In Residential Structure	Parking Spaces Required for Each Unit*
1 or 2	1.00
3	1.33
4 or more	1.40

*Where use is not divided into dwelling units:

(a) If sleeping rooms have accommodations for not more than two persons, each two sleeping rooms shall constitute one dwelling unit; and

(b) If sleeping rooms have accommodations for more than two persons, each four beds shall constitute one dwelling unit.

Section 23A-5. Off-Street Parking for Affordable Housing. Off-street parking facilities shall be provided at a ratio of 1.00 parking space for each dwelling unit that is rented or sold to low or moderate income households. In a residential development which includes at least twenty-five percent (25%) low and moderate income households, the ratio for all units within the development also shall be 1.00 space for each dwelling unit. For purposes of this Section:

A. "Low income households" shall mean households whose total income does not exceed 50% of the median income of households in the Boston Standard Metropolitan Statistical Area.

B. "Moderate income households" shall mean households whose total income does not exceed 80% of the median income of households in the Boston Standard Metropolitan Statistical Area.

C. "Median income" shall mean the income set forth in or calculated by regulations promulgated by the United States Department of Housing and Urban Development, pursuant to Section 8 of the Housing Act of 1937, as amended by the Housing and Community Development Act of 1974.

Section 23A-6. Elderly Low-Income Housing Exception. Housing projects for elderly persons of low-income shall provide 0.2 spaces per dwelling unit if such housing project was constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 as amended.

Section 23A-7. Relationship to Underlying Zoning. All development within a Planned Parking Overlay District shall be subject to the off-street parking requirements of this Article which replace the requirements set forth in Sections 23-1 and 23-6. All other zoning requirements shall remain in effect.

Section 23A-8. Planned Parking Overlay Districts Table.

		Number of Off-Street Parking Spaces Required Per Unit			
Street Name	Planning District	Single Family	Two Family	Three Family	Four Units and Above
Commonwealth Avenue Babcock Street to Lake Street*	Allston-Brighton	1	1	1.33	1.4
Brighton Avenue/North Beacon Street Malvern Street to Leo Birmingham Pkwy.*	Allston-Brighton	1	1	1.33	1.4
Washington Street Commonwealth Ave. to Oak Square*	Allston-Brighton	1	1	1.33	1.4
Dorchester Avenue Andrew Square to Pierce Square*	South Boston N. Dorchester S. Dorchester	1	1	1.33	1.4

* Five hundred feet from either side of the right-of-way.

Street Name	Planning District	Number of Off-Street Parking Spaces Required Per Unit			
		Single Family	Two Family	Three Family	Four Units and Above
Blue Hill Avenue Dudley Steeet to Mattapan Square*	Roxbury Mattapan	1	1	1.33	1.4
West and East Broadway Dorchester Avenue to L Street*	South Boston	1	1	1.33	1.4
Main Street City Square to Sullivan Square*	Charlestown	1	1	1.33	1.4
Washington Street Eglestown Square to W. Roxbury Pkwy.*	Jamaica Plain Roslindale	1	1	1.33	1.4
Huntington Avenue Massachusetts Ave. to South Huntington*	Fenway/Kemore Jamaica Plain	1	1	1.33	1.4
Centre Street W. Roxbury Pkwy. to Spring Street*	West Roxbury	1	1	1.33	1.4
V.F.W. Parkway W. Roxbury Pkwy. to Spring Street*	West Roxbury	1	1	1.33	1.4
Commercial Street N. Washington St. to Fleet Street*	North End	1	1	1.33	1.4
Bennington Street Meridian Steeet to Swift Street*	East Boston	1	1	1.33	1.4

* Five hundred feet from either side of the right-of-way.

Table 1

1970 BOSTON CAR OWNERSHIP DATA BY PLANNING DISTRICT

#	Planning District	Popul-ation	Median Income	Number House-holds (HH)	Total Number of Cars	Cars per HH	House-holds with 1 or more cars	% of House-holds with 1 or more cars	Cars Per Household with one or more cars
1	EAST BOSTON	38873	8300	12271	8008	0.65	5941	48	1.34
2	CHARLESTOWN	15353	8606	4818	2884	0.60	2116	44	1.36
3	SOUTH BOSTON	44120	8236	15193	7529	0.50	5809	38	1.29
4	BOSTON PROPER	17587	11452	8386	3164	0.38	2663	32	1.18
5	BACK BAY	37698	13124	20267	9197	0.45	6869	34	1.33
6	SOUTH END	19606	6896	7676	2515	0.33	1733	23	1.45
7	FENWAY	36427	7152	13259	4990	0.38	3869	29	1.28
8	BRIGHTON	63657	9685	24546	19659	0.80	12438	51	1.58
9	JAMAICA PLAIN	45110	8625	14387	9136	0.64	6429	47	1.42
10	ROXBURY	34828	6426	11205	4395	0.39	3309	30	1.32
11	N. DORCHESTER	51249	7307	15378	8021	0.52	5924	39	1.35
12	S. DORCHESTER	81942	9674	24559	18214	0.74	12988	53	1.40
13	ROSLINDALE	55033	10383	14410	15085	1.05	9556	66	1.57
14	WEST ROXBURY	41177	12493	12645	13477	1.06	7964	63	1.69
15	HYDE PARK	38264	10735	11615	11348	0.98	7067	61	1.61
16	MATTAPAN	33306	9907	10345	8342	0.81	5750	56	1.45
	Total	654230	$9314	220960	145964	0.66	100425	45	1.45

Note: Row figures may not add exactly to totals due to rounding.

Source: U.S. Bureau of the Census, 1970.

Table 2

1980 BOSTON CAR OWNERSHIP DATA BY PLANNING DISTRICT

#	Planning District	Popul-ation	Median Income	Number House-holds (HH)	Total Number of Cars	Cars per HH	House-holds with 1 or more cars	% of House-holds with 1 or more cars	Cars Per Household with one or more cars
1	EAST BOSTON	32178	11181	12955	9270	0.71	7366	57	1.20
2	CHARLESTOWN	13364	13783	5252	3700	0.70	2936	58	1.20
3	SOUTH BOSTON	30396	10265	12627	7090	0.56	5881	47	1.19
4	BOSTON PROPER	21862	14209	10754	5032	0.46	4423	41	1.12
5	BACK BAY	30212	16105	16739	7833	0.47	7001	42	1.12
6	SOUTH END	27125	10845	12007	5835	0.48	5017	42	1.14
7	FENWAY	25797	7804	10094	3901	0.38	3455	33	1.15
8	BRIGHTON	65264	12714	28127	23856	0.84	17745	63	1.33
9	JAMAICA PLAIN	44255	12115	15622	10738	0.68	8961	57	1.19
10	ROXBURY	57792	9244	19916	10765	0.54	9124	46	1.17
11	N. DORCHESTER	23789	11743	8397	5640	0.67	4521	54	1.24
12	S. DORCHESTER	61234	13315	20018	16902	0.84	12743	64	1.31
13	ROSLINDALE	32706	15352	11700	11903	1.01	8423	72	1.40
14	WEST ROXBURY	31333	20667	12113	14783	1.22	10152	84	1.45
15	HYDE PARK	30223	17449	10612	12608	1.18	8580	81	1.46
16	MATTAPAN	35819	13315	11520	9720	0.84	7301	63	1.33
	Total	563349	$13132	218453	159576	0.73	123629	57	1.29

Note: Row figures may not exactly add to totals due to rounding.

Source: U.S. Bureau of the Census, 1980.

Table 3

1985 BOSTON CAR OWNERSHIP BY PLANNING DISTRICT

#	Planning District	House-Holds	Number of Cars	Cars per H.H.	House-holds W/Car	% With Cars	Cars Per Household With One or More Cars
1	EAST BOSTON	14,015	10,091	0.72	7,764	55	1.30
2	CHARLESTOWN	6,076	5,347	0.88	4,053	67	1.32
3	SOUTH BOSTON	13,226	7,936	0.60	6,309	48	1.25
4	BOSTON PROPER	12,118	7,756	0.64	6,556	54	1.18
5	BACK BAY	16,530	11,902	0.72	10,315	62	1.15
6	SOUTH END	13,282	6,110	0.46	5,193	39	1.17
7	FENWAY	12,639	6,067	0.48	5,106	40	1.18
8	BRIGHTON	29,948	29,050	0.97	19,676	66	1.47
9	JAMAICA PLAIN	16,113	12,568	0.78	8,765	54	1.43
10	ROXBURY	21,417	13,064	0.61	10,302	48	1.26
11	N. DORCHESTER	9,528	6,955	0.73	5,507	58	1.26
12	S. DORCHESTER	20,607	19,165	0.93	14,033	68	1.36
13	ROSLINDALE	12,206	17,210	1.41	10,070	72	1.70
14	WEST ROXBURY	12,806	18,825	1.47	11,897	93	1.58
15	HYDE PARK	11,414	14,039	1.23	8,789	77	1.59
16	MATTAPAN	12,110	14,532	1.20	9,034	75	1.60
**	TOTAL **	234,035	200,641	0.86	143,368	61	1.40

NOTE: Row figures may not exactly add to TOTALs due to rounding.

SOURCE: BRA/NDEA 1985 Household Survey

Table 4

1970-1985 BOSTON CAR OWNERSHIP AND CARS PARKED ON STREET DATA BY PLANNING DISTRICT

#	Planning District	% of Households With One or More Cars			% of Households With One or More Cars Parked on the Street
		1970+	1980+	1985*	1985*
1	EAST BOSTON	48	57	55.4	43.3
2	CHARLESTOWN	44	58	66.7	54.3
3	SOUTH BOSTON	38	47	47.6	33.3
4	BOSTON PROPER	32	41	54.1	22.9
5	BACK BAY	34	42	62.3	27.1
6	SOUTH END	23	42	39.1	26.0
7	FENWAY	29	33	40.4	26.9
8	BRIGHTON	51	63	65.6	39.4
9	JAMAICA PLAIN	47	57	53.9	33.3
10	ROXBURY	30	46	48.1	32.6
11	N. DORCHESTER	39	54	57.8	42.2
12	S. DORCHESTER	53	64	68.1	43.6
13	ROSLINDALE	66	72	82.5	41.3
14	WEST ROXBURY	63	84	92.8	29.9
15	HYDE PARK	51	81	77.0	17.6
16	MATTAPAN	56	63	74.6	35.2

+Source: U.S. Bureau of the Census, 1970, 1980.

*Source: BRA/NDEA 1985 Household Survey.

TABLE 5 - PLANNED PARKING OVERLAY DISTRICTS

Street Name	Planning District	Number of Off-Street Parking Spaces Required per Unit: Single Family	Two Family	Three Family	Four Units and Above
Commonwealth Avenue Babcock Street to Lake Street*	Allston-Brighton	1	1	1.33	1.4
Brighton Avenue/North Beacon Street Malvern Street to Leo Birmingham Pkwy. *	Allston-Brighton	1	1	1.33	1.4
Washington Street Commonwealth Avenue to Oak Square *	Allston-Brighton	1	1	1.33	1.4
Dorchester Avenue Andrew Square to Pierce Square *	South Boston N. Dorchester S. Dorchester	1	1	1.33	1.4
Blue Hill Avenue Dudley Street to Mattapan Square *	Roxbury Mattapan	1	1	1.33	1.4
West and East Broadway Dorchester Avenue to L Street *	South Boston	1	1	1.33	1.4
Main Street City Square to Sullivan Square *	Charlestown	1	1	1.33	1.4

* Five hundred feet from either side of the right-of-way.

Street Name	Planning District	Number of Off-Street Parking Spaces Required per Unit			
		Single Family	Two Family	Three Family	Four Units and Above
Washington Street Egleston Square to West Roxbury Pkwy*	Jamaica Plain Roslindale	1	1	1.33	1.4
Huntington Avenue Massachusetts Avenue to South Huntington*	Fenway/Kenmore Jamaica Plain	1	1	1.33	1.4
Centre Street West Roxbury Pkwy to Spring Street*	West Roxbury	1	1	1.33	1.4
.F.W. Pkwy West Roxbury Pkwy to Spring Street*	West Roxbury	1	1	1.33	1.4
Commercial Street N. Washington Street to Fleet Street*	North End	1	1	1.33	1.4
Bennington Street Meridian Street to Swift Street*	East Boston	1	1	1.33	1.4

*Five hundred feet from either side of the right of way.

A—1914 (a)

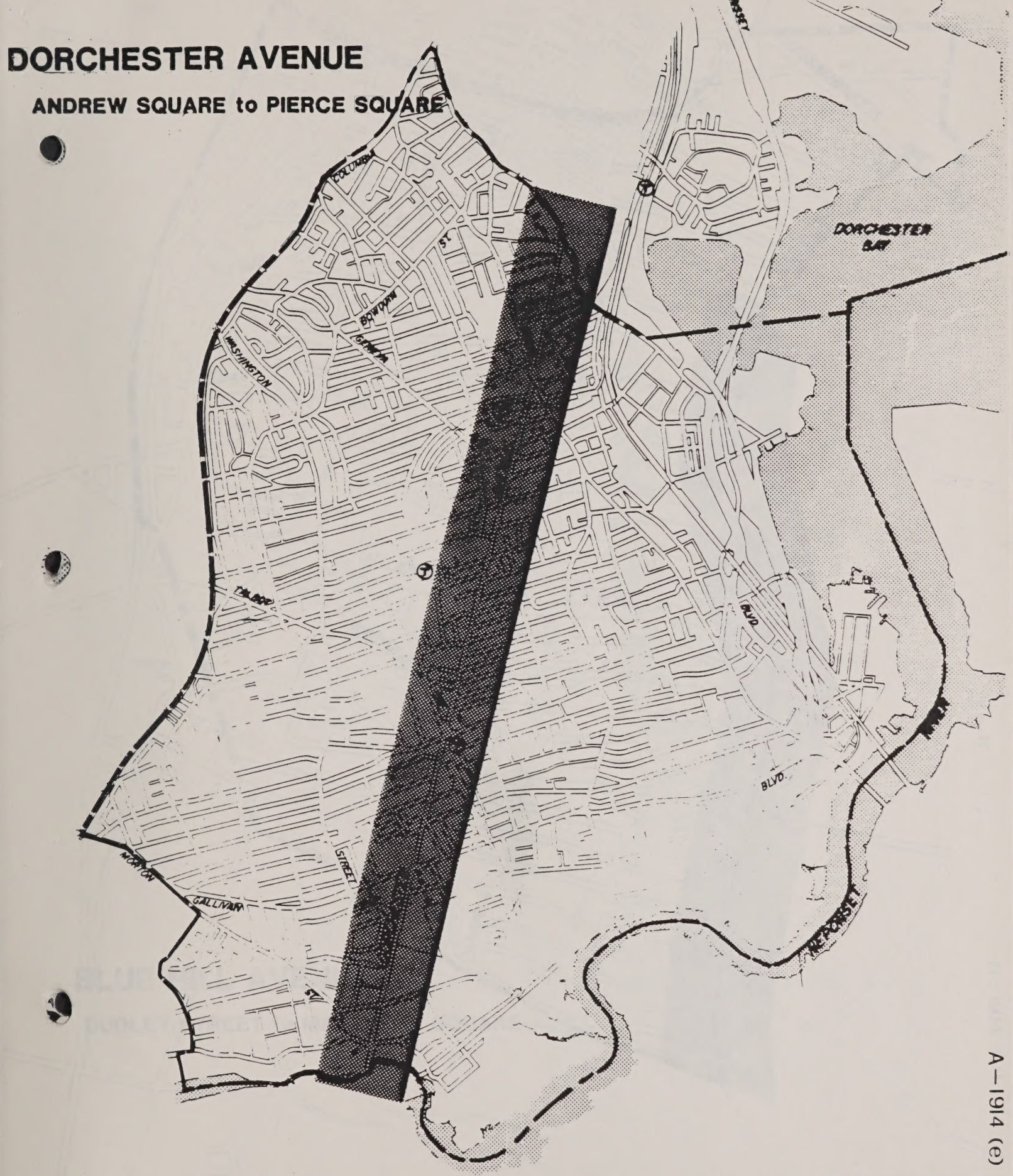
WASHINGTON STREET
COMMONWEALTH AVENUE to OAK SQUARE
BRIGHTON AVENUE/
NORTH BEACON STREET
MALVERN STREET to LEO BIRMINGHAM PARKWAY
COMMONWEALTH AVENUE
BABCOCK STREET to LAKE STREET
SOLDIERS' FIELD
WESTERN
N. HARVARD ST.
WASHINGTON
TREMONT
ST.
FANEUIL
MARKET
CAMBRIDGE
WARREN ST.
CHESTNUT HILL
AVENUE
TURNPIKE
ROAD
AVENUE
ST.
ALLSTON/BRIGHTON
0
800
1600
3200
FEET
N

DORCHESTER AVENUE

ANDREW SQUARE to PIERCE SQUARE

DORCHESTER AVENUE

ANDREW SQUARE to PIERCE SQUARE



DORCHESTER

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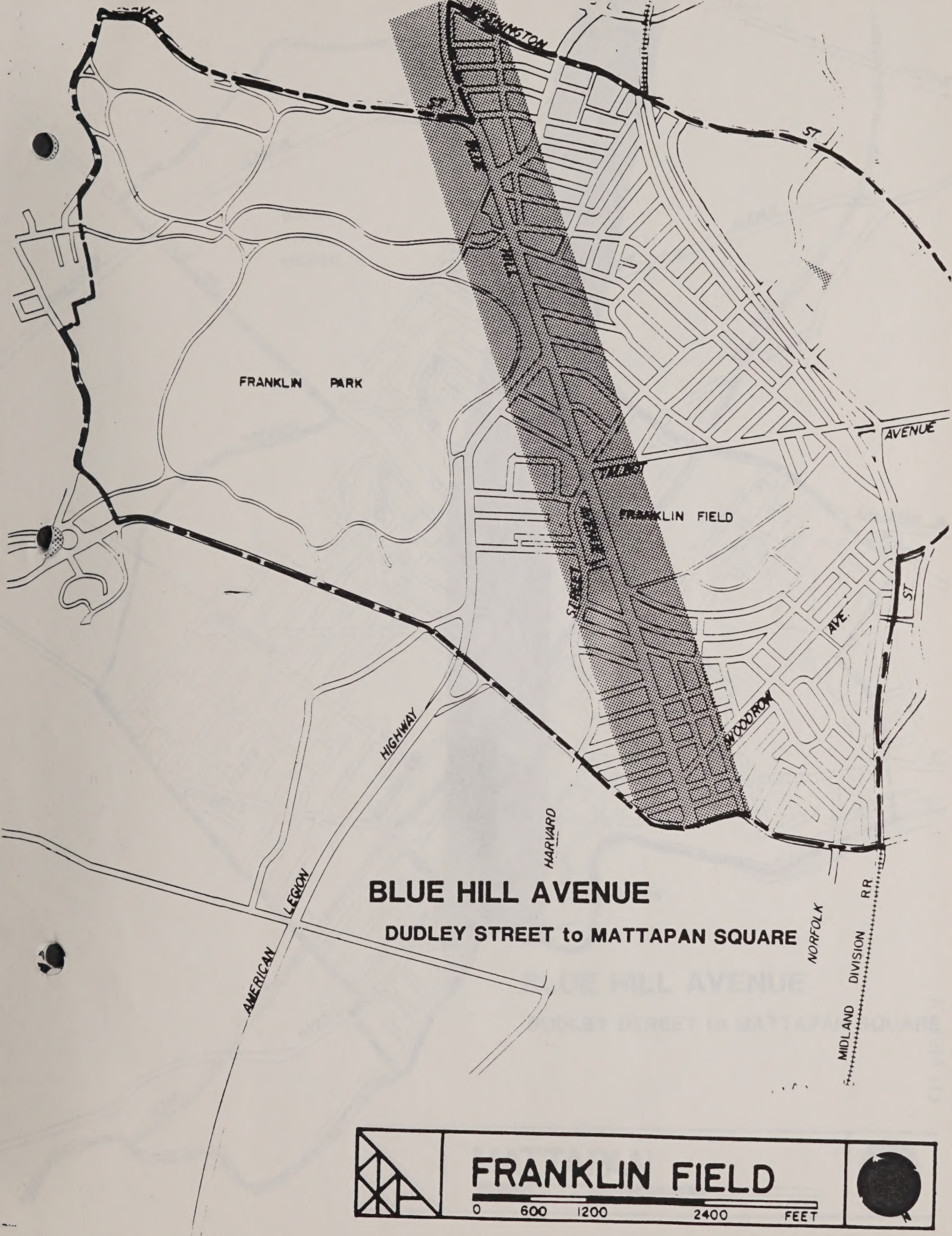
N

A—1914 (e)

BLUE HILL AVENUE

DUDLEY STREET to MATTAPAN SQUARE

A-1914 (D)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FRANKLIN FIELD
BLUE HILL AVENUE
DUDLEY STREET to MATTAPAN SQUARE
HIGHWAY
HARVARD
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NORFOLK
DIVISION
RR
MIDLAND
AVENUE
WOODROW
AVE
ST
FRANKLIN FIELD
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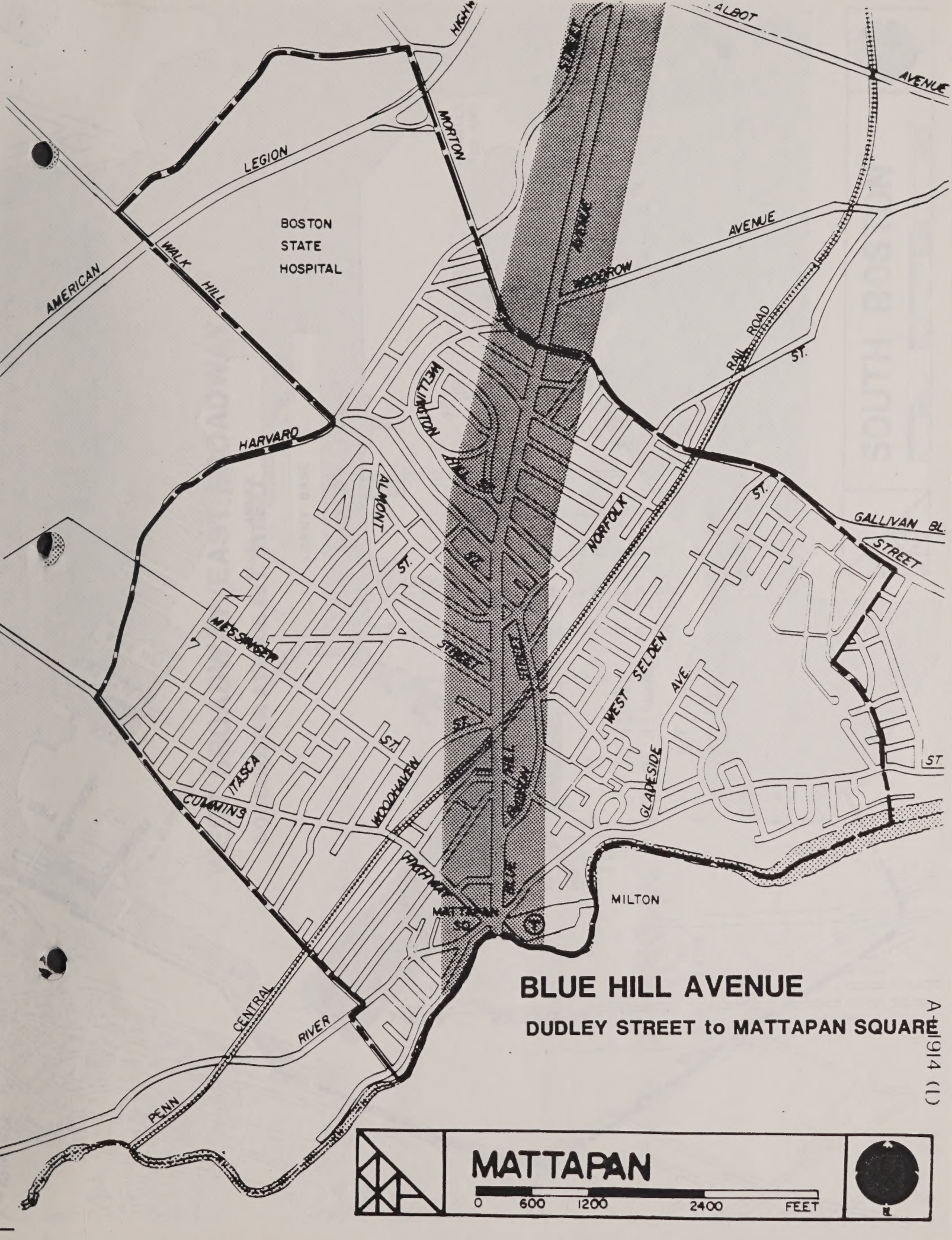
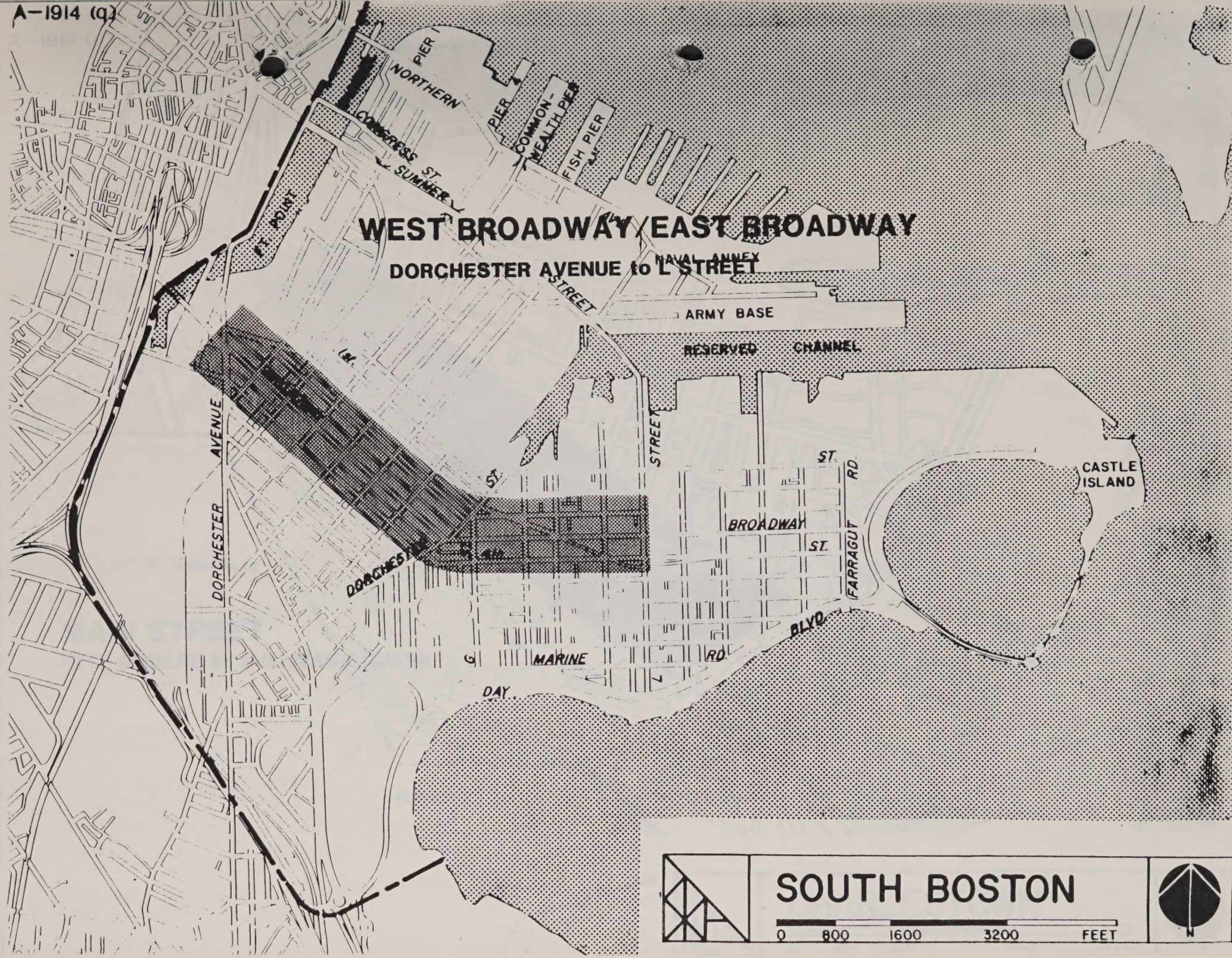


BLUE HILL AVENUE

DUDLEY STREET to MATTAPAN SQUARE

A-E-1914 (1)

A-1914 (9)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DORCHESTER AVENUE to L STREET
NORTHERN AVE. PIER
CONGRESS ST.
SUMMER ST.
PIER
COMMON-WEALTH PIER
FISH PIER
FT. POINT CHANNEL
NAVAL ANNEX
ARMY BASE
RESERVED CHANNEL
I St.
STREET
DORCHESTER AVENUE
DORCHESTER ST.
BROADWAY
ST.
FARRAGUT RD.
CASTLE ISLAND
MARINE RD.
BLVD.
DAY
SOUTH BOSTON
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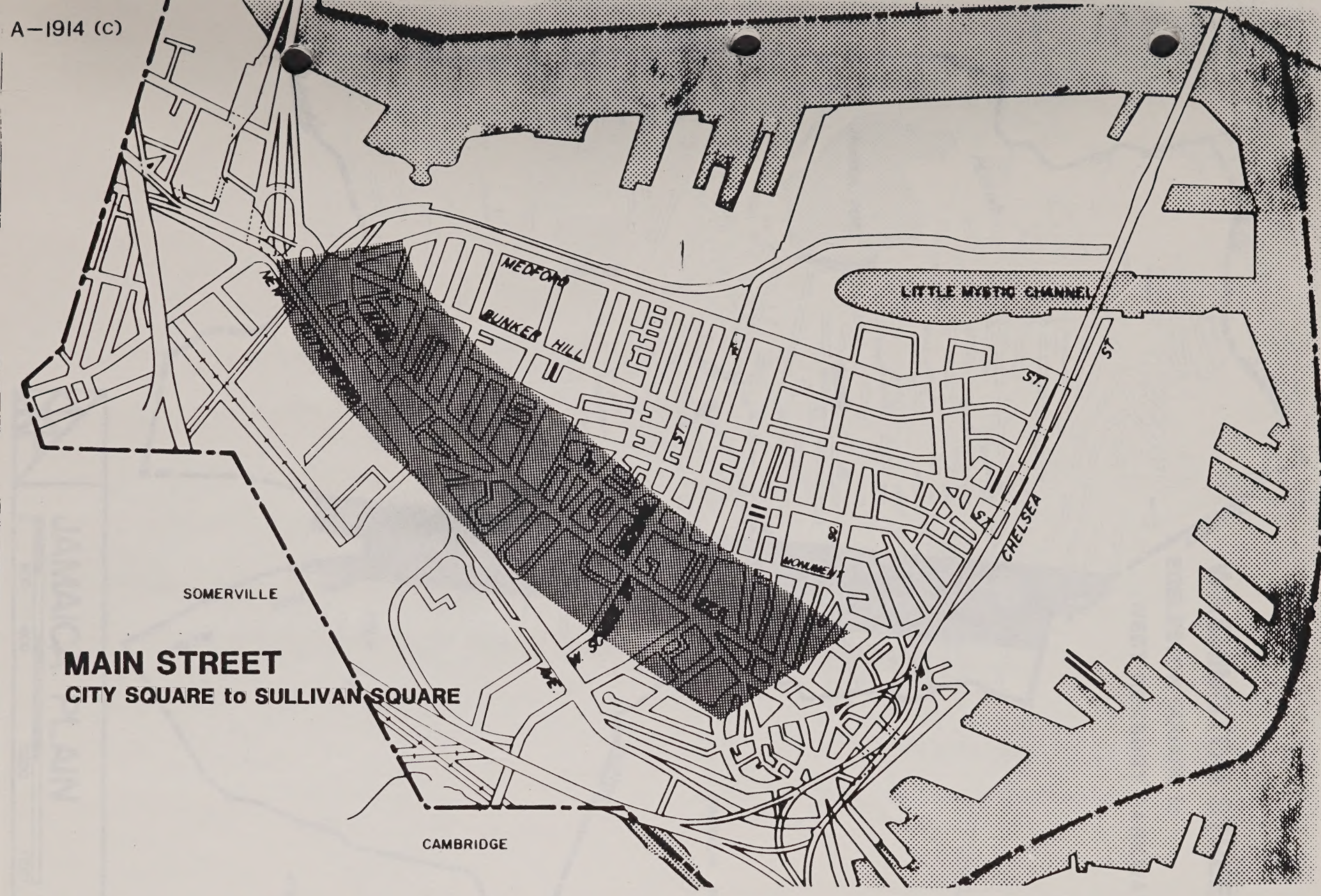

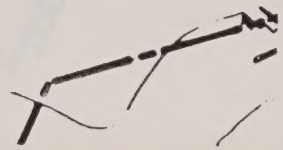

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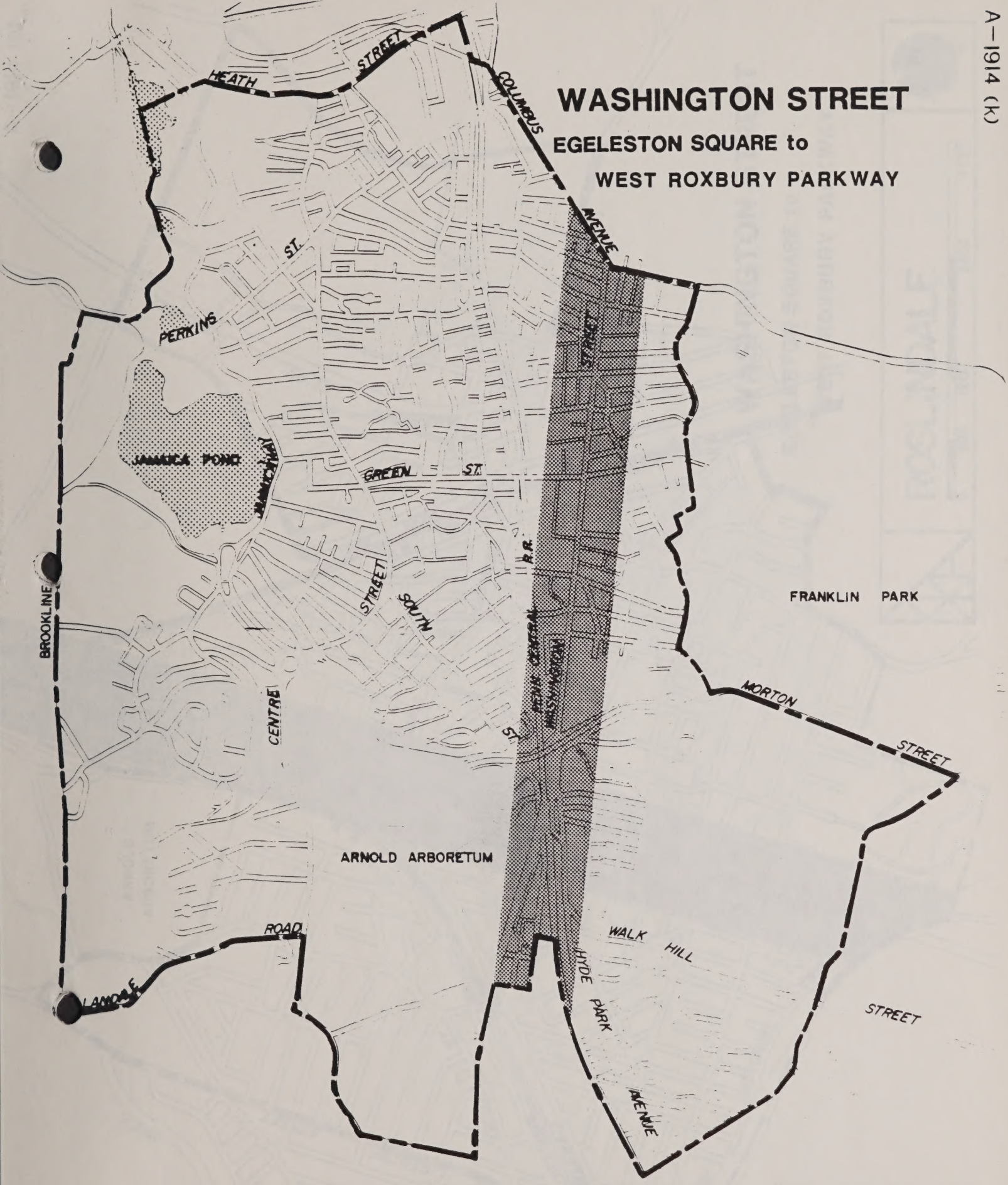
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HEATH STREET
COLUMBUS AVENUE
PERKINS ST.
JAMAICA POND
JAMAICAWAY
GREEN ST.
BROOKLINE
CENTRE STREET
SOUTH
B.R.
FRANKLIN PARK
MORTON STREET
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ROAD
WALK HILL
HYDE PARK AVENUE
STREET
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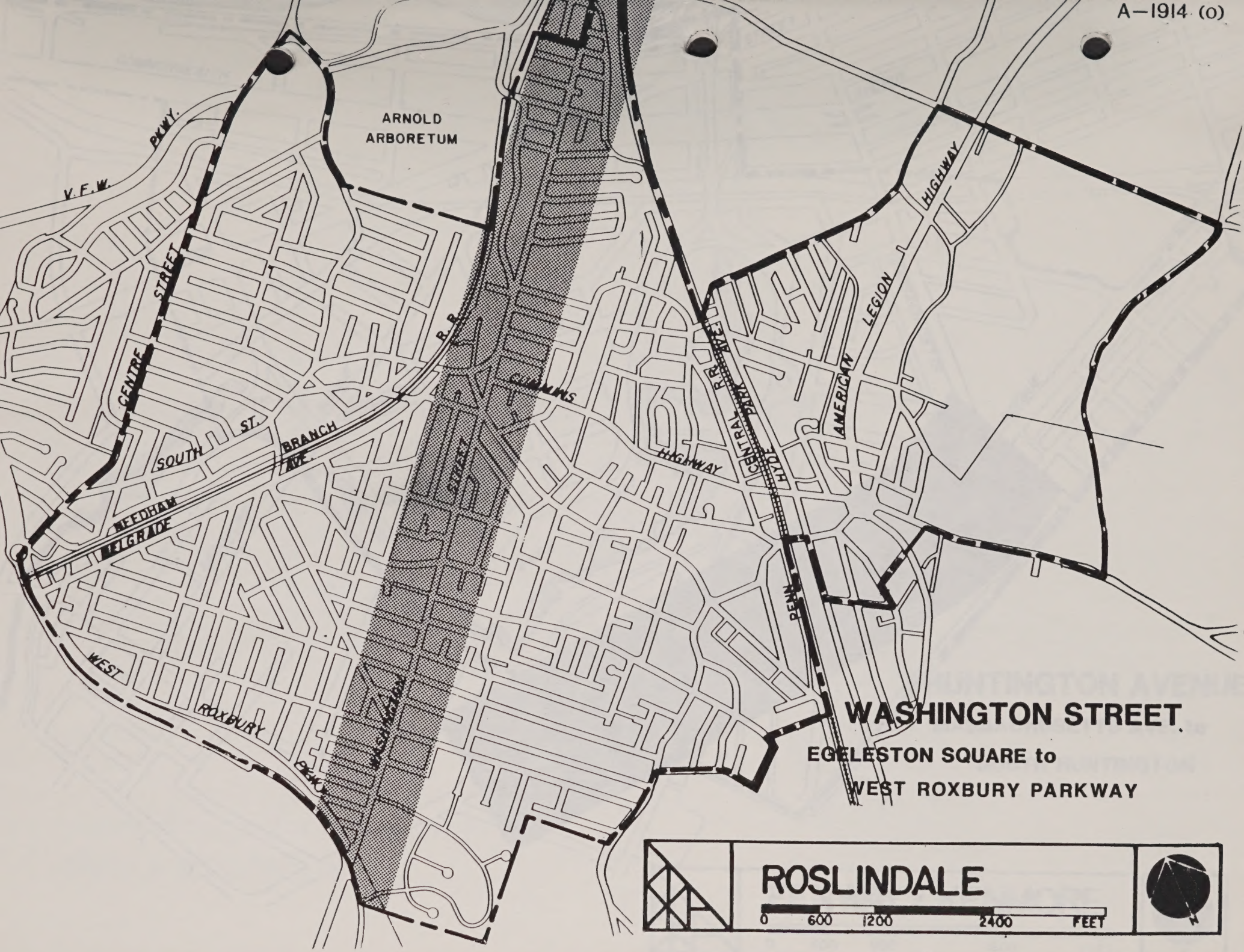
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V.F.W. PKWY.
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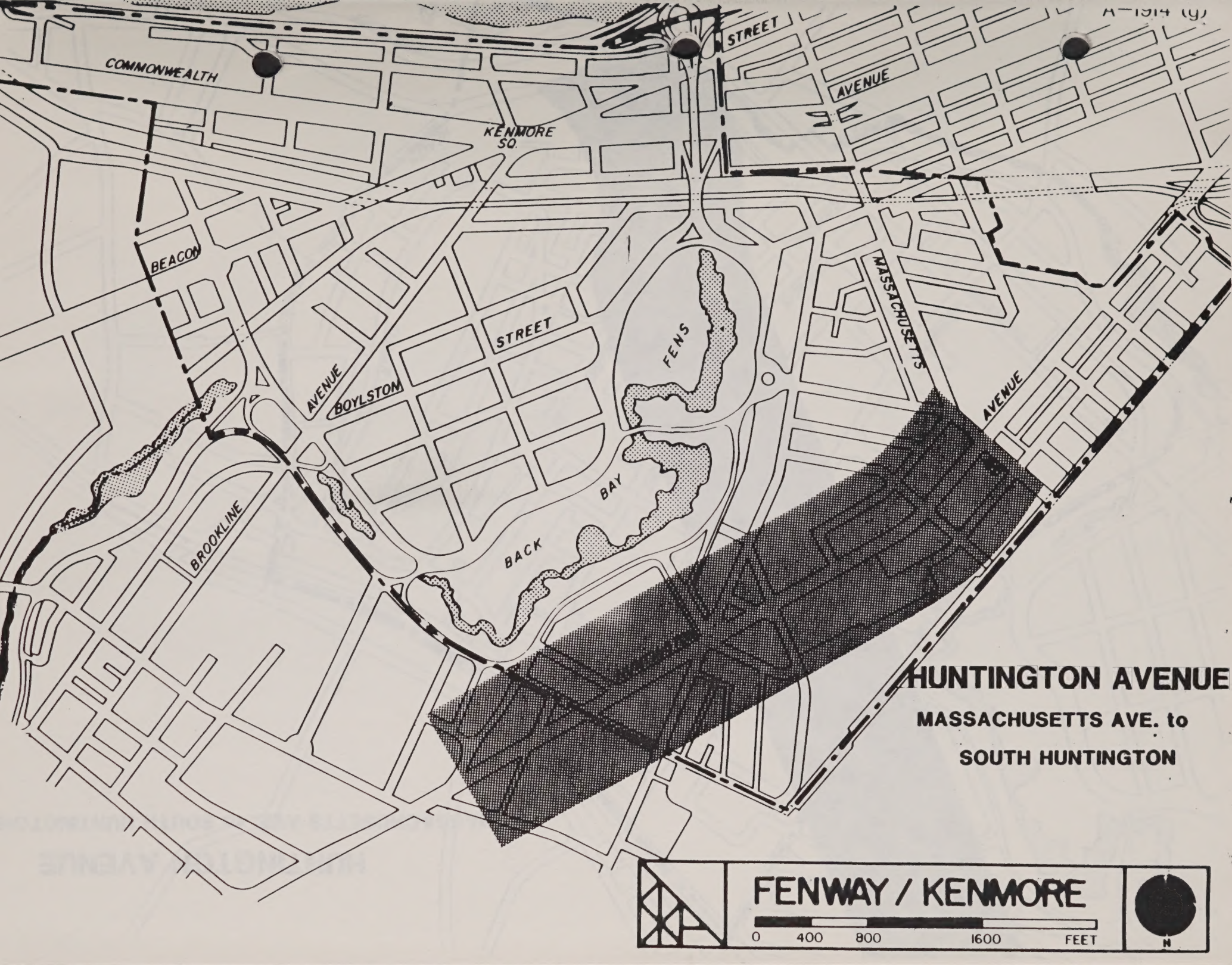
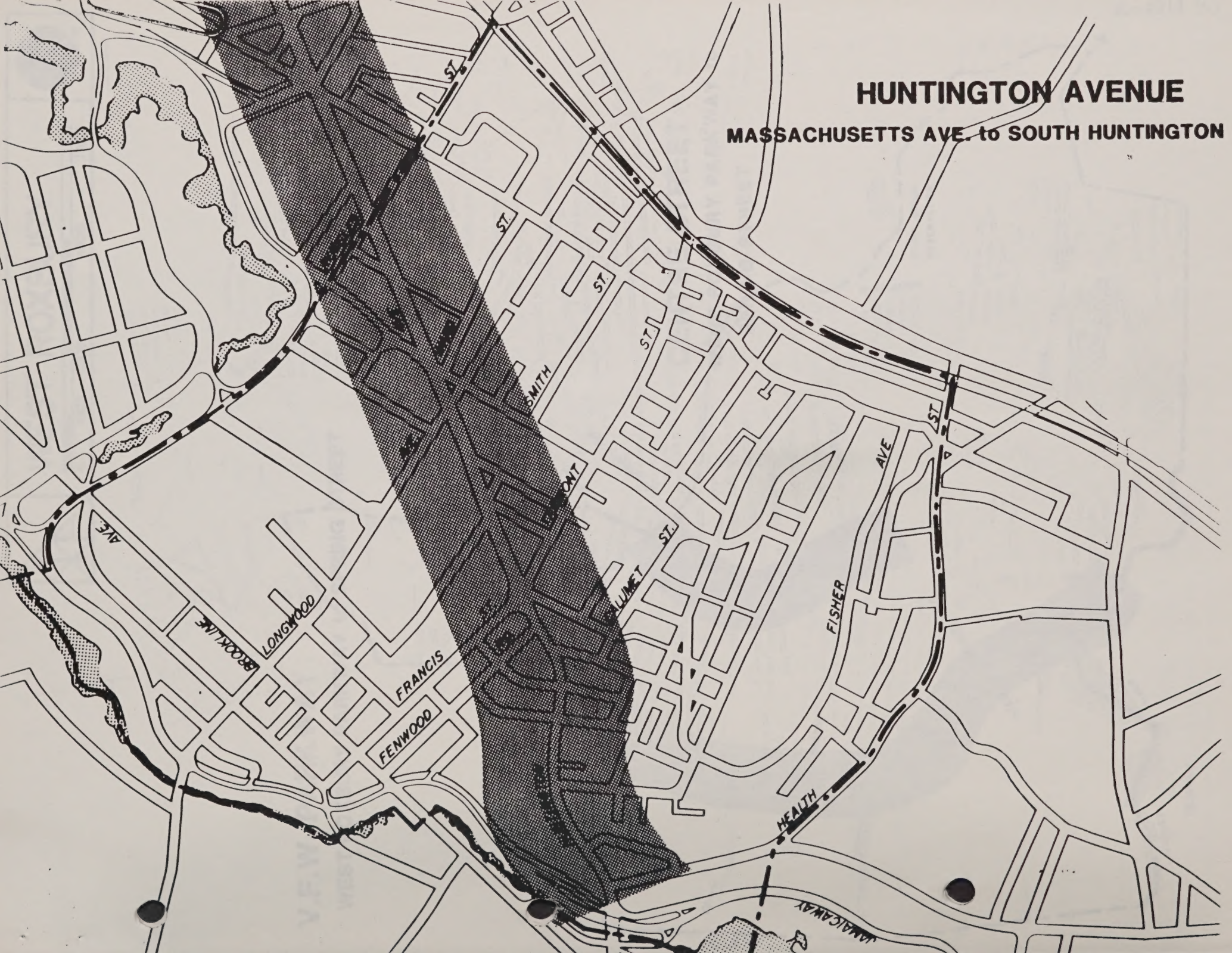
SOUTH ST.
BRANCH R.R.
NEEDHAM
BELGRADE
WEST ROXBURY PKWY.
WASHINGTON STREET
R.R.
CUMMINS HIGHWAY
CENTRAL PARK AVE.
HYDE
AMERICAN LEGION HIGHWAY
PENN.
WASHINGTON STREET
EGELESTON SQUARE to
WEST ROXBURY PARKWAY
ROSLINDALE
0 600 1200 2400 FEET


A-1914 (g)
COMMONWEALTH
KENMORE SQ.
STREET
AVENUE
BEACON
STREET
AVENUE
BOYLSTON
FENS
MASSACHUSETTS
AVENUE
BROOKLINE
BACK BAY
HUNTINGTON AVENUE
MASSACHUSETTS AVE. to
SOUTH HUNTINGTON
FENWAY / KENMORE
0 400 800 1600 FEET
N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MASSACHUSETTS AVE. to SOUTH HUNTINGTON
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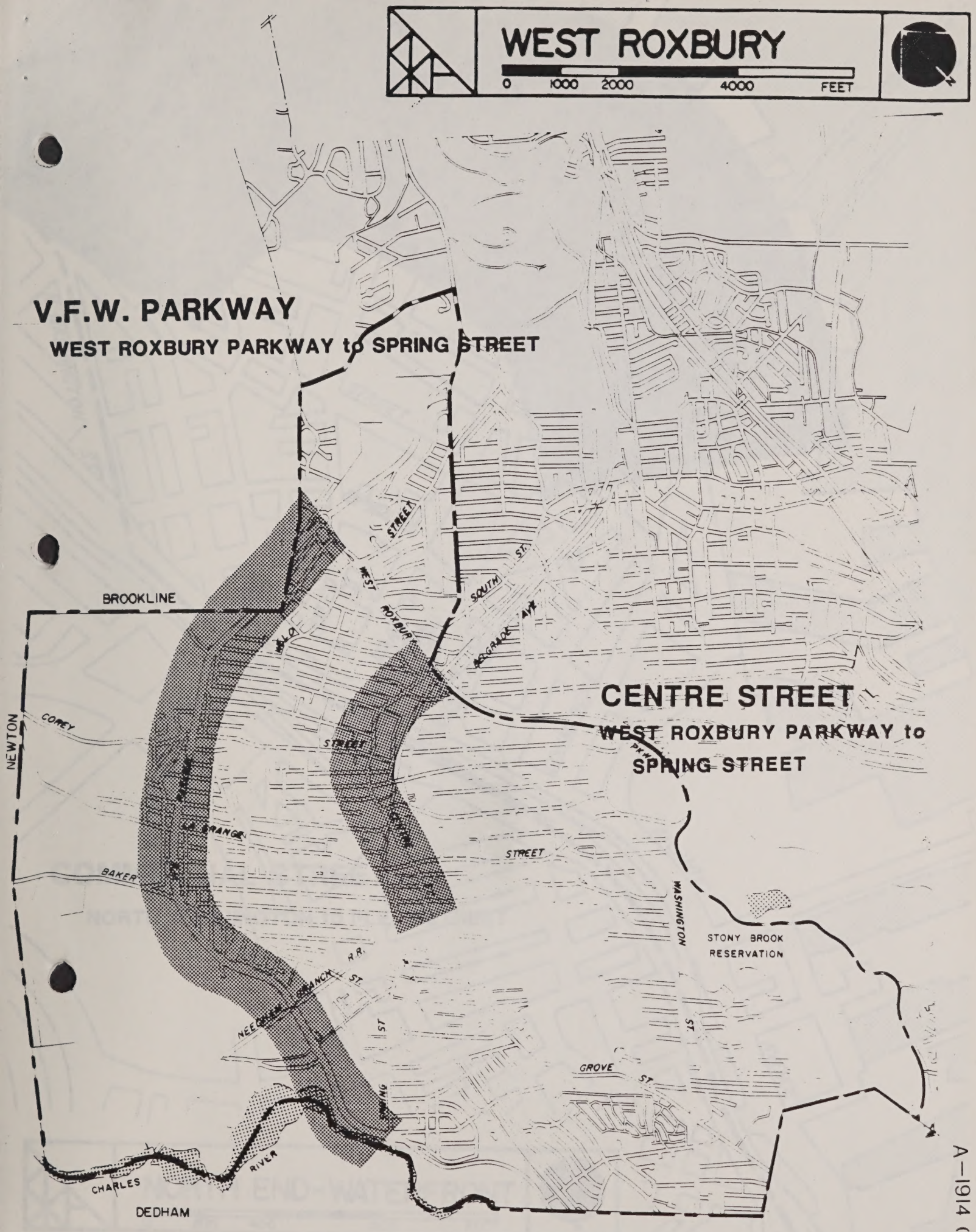
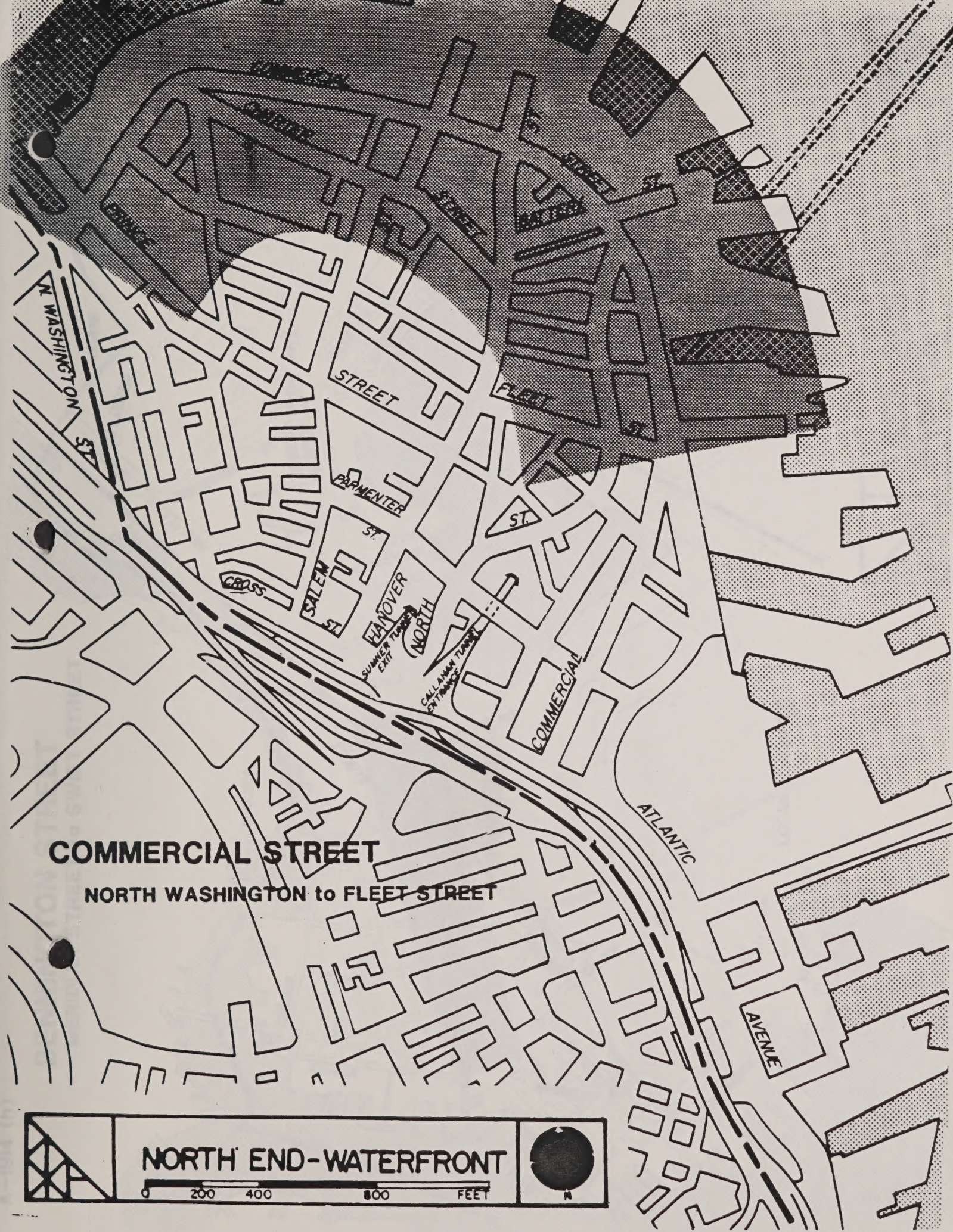
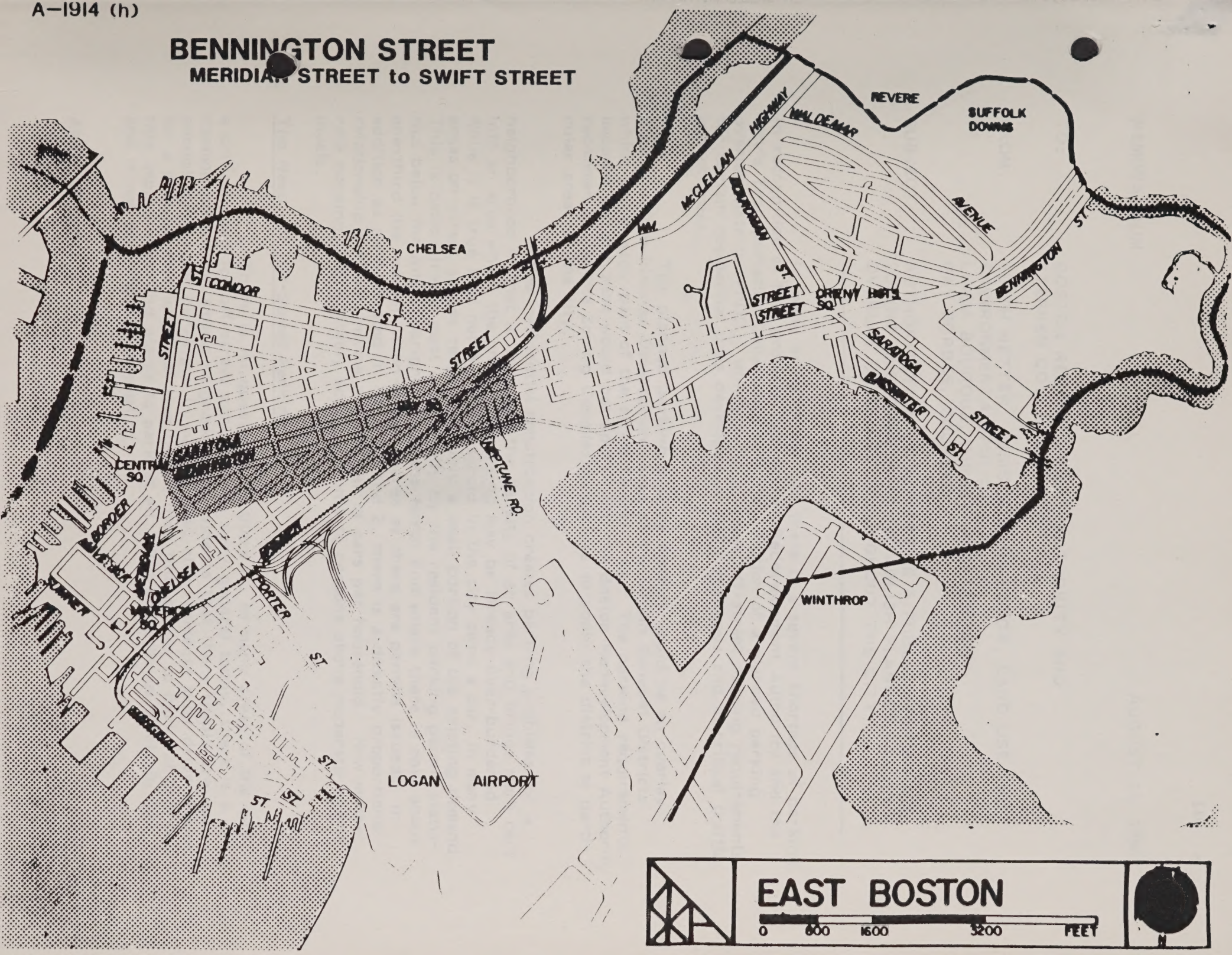
ST.
ST.
ST.
SMITH
ST.
AVE
FISHER
HEATH
BROOKLINE
LONGWOOD
FRANCIS
FENWOOD
AVE


WEST ROXBURY
0 1000 2000 4000 FEET
V.F.W. PARKWAY
WEST ROXBURY PARKWAY to SPRING STREET
CENTRE STREET
WEST ROXBURY PARKWAY to
SPRING STREET
BROOKLINE
NEWTON
DEDHAM
CHARLES RIVER
STONY BROOK
RESERVATION
WASHINGTON
GROVE ST
BAKER
COREY
LA GRANGE
WEST ROXBURY
SOUTH ST
STREET
PKWY
A—1914 (S.)


COMMERCIAL STREET
NORTH WASHINGTON to FLEET STREET
NORTH END-WATERFRONT
0 200 400 800 FEET
N
N. WASHINGTON ST.
STREET
PARMENTER ST.
CROSS
SALEM ST.
HANOVER
NORTH
SUMMER TUNNEL EXIT
CALLAHAN TUNNEL ENTRANCE
COMMERCIAL
ATLANTIC
AVENUE
FLEET ST.

A-1914 (h)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MERIDIAN STREET to SWIFT STREET
REVERE
SUFFOLK DOWNS
WALDEMAR AVENUE
McCLELLAN HIGHWAY
CHELSEA
CONDOR ST.
BENNINGTON ST.
ORIENT HEIGHTS
SARATOGA STREET
CENTRAL SQ.
NEPTUNE RD.
BORDER ST.
CHELSEA ST.
PORTER ST.
WINTHROP
LOGAN AIRPORT
EAST BOSTON
0 800 1600 3200 FEET

MEMORANDUM AUGUST 14, 1986

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: EDITH NETTER, ASSISTANT DIRECTOR, LAND USE AND ENVIRONMENTAL POLICY
LINDA BOURQUE, DIRECTOR OF ZONING
GAY FORBES, COUNSEL

SUBJECT: AUTHORIZATION TO ADVERTISE A PUBLIC HEARING ON ZONING AMENDMENTS TO ESTABLISH PLANNED PARKING OVERLAY DISTRICTS THROUGHOUT THE CITY

In many areas of the city there is a severe shortage of parking. In recognition of this problem, the Boston Redevelopment Authority and the city's Transportation Department propose adoption of a planned parking overlay district (PPOD), which would increase off-street parking requirements for certain residential uses developed on major roadways and in critical traffic impact areas.

The planned parking overlay district would be an overlay zone, like the Planned Development Area or the Urban Renewal Districts which are already part of the city's Zoning Code. The parking requirements imposed by this zone would not apply until the Boston Redevelopment Authority recommends and the Zoning Commission decides to apply the district to particular areas of the city.

New residential construction creates parking problems for a neighborhood in that it increases the density of an area and brings more cars into an area where the on-street parking may be already over-burdened. While it is true that not every household in the city owns a car, in many areas on-street spaces respond to only a small portion of the existing demand. This is demonstrated most dramatically by the resident parking permit statistics below for Allston-Brighton and the North End where there is only about one-third the number of on-street spaces as there are permits issued. In addition as demonstrated in Tables 1 and 2, there is a directly proportional relationship between income and number of cars per household. New market rate housing is practicably accessible only to persons above moderate-income levels.

The Need For Off-Street Parking

There is no question that there is, in many areas of the city, a critical need for off-street parking. In very general terms, there is a common perception among neighborhood residents that there simply are not enough spaces for parking. In many areas, city residents must drive around for a considerable length of time before they find spaces to park; of course, this implies they find places to park at all. But the problem exists in fact and is not just popular perception.

- According to 1980 Boston census data, the average number of cars per household with one or more cars is 1.29. Table 2, attached) This must be contrasted with the parking requirements in Article 23 of the Zoning Code that range from 0.4 to 1.0. One (1) space is required only in districts with floor area ratios of 0.3 and 0.5.

- The supply of parking spaces is, in many areas, greatly exceeded by demand. For instance, in Allston-Brighton, the number of residential parking permits that have been issued is three times greater than the available supply of on-street parking.

- The number of households has increased from 218,453 in 1980, to 234,035 in 1985; a 7.1% increase. Therefore, there is an increased need for housing and resident parking spaces.

- From 1970 to 1985 there has been a dramatic increase in the percent of households with one or more cars. For example, 39% of all households in North Dorchester had one or more cars; by 1985 that number had risen to 57.8%. The figures for West Roxbury are even more dramatic -- 63% in 1970; 92.8% in 1985. (Tables 1 through 4)

- Boston resident car ownership has increased substantially from 1980 (159,576 cars owned by Boston residents) to 1985 (200,641 cars owned by Boston residents); an increase by 25.7%. (Tables 1 through 4)

- The city average number of cars owned by households with at least one car is 1.4.

The Proposed Zone

The purpose of the proposed parking districts is to relieve on-street parking congestion in areas where off-street parking facilities required pursuant to Article 23 have proven inadequate to meet a neighborhood's parking needs. The parking requirements set forth in the PPOD, which apply to residential uses, are as follows:

No. of Dwelling Units	No. of Parking Spaces Required Per Unit
1 or 2	1.00
3	1.33
4 or more	1.40

These new requirements should be contrasted to existing requirements established by Article 23, which range, in most instances, from .6 to .9 spaces per dwelling unit.

To apply the PPOD to a particular area in the city, the Boston Redevelopment Authority and the Zoning Commission would have to find that the area is at least five acres and that there is a demonstrated need for off-street parking beyond that which is required by Article 23. Dwelling units for elderly low-income residents and for low- and moderate-income families will not be required to comply with the higher parking requirements of a PPOD. Low-income elderly requirements will remain at 0.20 spaces per unit. Units for low- and moderate-income residents will be required to provide

1.00 space per unit. In order to encourage development of affordable housing, all units within a residential development that includes at least 25% low- and moderate-income units will be required to provide 1.00 space per unit.

Application of Proposed Zone

Thirteen major roadways and the high impact area surrounding each roadway are being proposed at this time as the first planned parking overlay districts. While it is clear that it is not only major streets that are affected by inadequate parking and or converted housing new development, the major streets are the most vulnerable to demand for new development where there are mixed and changing land use patterns and older industrial or commercial sites have declined.

The thirteen roadways recommended as planned parking overlay districts were selected because they are located in an area where there is high car ownership based on the percent of households with one or more cars; where changing land use patterns and the need for housing have promoted major residential development; where there are high traffic volumes and high density and other land uses competing for parking; where there is an existing parking problem and high multiple car ownership.

The thirteen roadways and the proposed parking ratios are listed by neighborhood in Table 5 of this memorandum which is also an integral part of Section 23A-8 of the zoning text amendment. The following is pertinent data on each of the neighborhoods in which these roadways are located. Tables 1 through 4 provide expanded statistics.

Allston-Brighton

- o average 0.84 cars per household
- o 65.6% of households have one or more cars
- o resident parking sticker program demand three times greater than available on-street spaces (1,095 spaces: 3,313 permits)
- o high density
- o high traffic volumes along arterials

Charlestown

- o average 0.70 cars per household
- o 66.7% of households have one or more cars
- o high density
- o shortage of on-street parking

East Boston

- o average 0.71 cars per household
- o 55.4% of household have one or more cars
- o very high density
- o shortage of on-street parking

Fenway-Kenmore

- o average 0.38 cars per household
- o 40.4% of household have one or more cars
- o high density neighborhood
- o Shortage of on-street parking

Jamaica Plain

- o average 0.68 cars per household
- o 53.9% of households have one or more cars
- o high pressure for housing development

Mattapan

- o 0.84 cars per household
- o 74.6% of households have one or more cars
- o changing land use patterns along arterials

North Dorchester

- o average 0.67 cars per household
- o 57.8% of households have one or more cars
- o changing land use patterns along arterials

North End

- o extreme shortage of on-street parking
- o resident parking sticker program demand approximately three times greater than available on-street spaces (2,785:1,000)
- o one of the densest neighborhoods in the city

Roslindale

- o average 1.01 cars per household
- o 82.5% of households have one or more cars
- o high pressure for housing development

South Boston

- o average 0.84 cars per household
- o 68.1% of households have one or more cars
- o high traffic volumes along arterials
- o high pressure for housing developments

Roxbury

- o average 0.54 cars per household
- o 48.1% of households have one or more cars
- o changing land use pattern on arterials
- o high traffic volumes on arterials

West Roxbury

- o average 1.22 cars per household
- o 92.8% of households have one or more cars
- o high pressure for housing development
- o high traffic volumes on arterials

Comparison with Other Cities

Other cities have chosen to increase their residential parking requirements to accommodate increases in demand. Rochester, New York has chosen to take a route very similar to that which is proposed for Boston; Rochester, has an Overlay Residential Parking District (ORP) for areas characterized by extreme on-street parking congestion where it can be demonstrated that the standard off-street parking requirement has proven to be inadequate to meet parking needs in the area. The ordinance sets out criteria that are used to identify an ORP, and proposes that newly constructed or converted dwelling units provide 1.5 spaces per dwelling unit having a floor area greater than five hundred square feet.

Still other cities, such as Chicago, have recently increased their residential parking requirements. Many cities, such as Cambridge, Chicago, and Salt Lake, have residential parking requirements that are more stringent that those imposed by the Boston Zoning Code. It is interesting to note that Barton Aschman, a nationally recognized traffic consulting firm, computed a parking ordinance study and concluded that high density development (over 31 dwellings units per acre) should be required to provide at least 1.4 parking spaces per unit. According to Thomas P. Smith, author of a report published by the American Planning Association entitled Flexible Parking Requirements, Barton Aschman based their recommendations on survey data from Los Angeles and Chicago.

VOTED: That the Director is authorized to advertise a public hearing to be held at 2:00 p.m. on September 11, 1986 in the Board Room of the Authority, concerning a petition the Zoning Commission for a text amendment to the Zoning Code establishing the Planned Parking Overlay District applied to districts in certain areas of the city in substantial accord with the draft of the proposed amendment submitted to the Authority at its meeting of August 14, 1986.